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These are the main points of the report of the LEIPZIG
Transport Conference:

1. Railroads

a. Overfulfilment of the transport and repair target figures
for the first half of 1949. Overfulfilment of the transport
plan for the second half of 1949 by

6.3 percent with reference to railroad cars,
8 percent with reference to tons carried,
10.5 percent with reference to ton/kilometers. *1

b. Reduction to four days of the average period of journey of
railroad cars in the second half of 1949. *2

c. Shortage of boxcars and four-axle railroad cars with a high
load capacity. The solution of this problem before the begin-
ning of the fall traffic was considered imperative. **

d. The maintenance done on freight cars was considered un-
satisfactory, resulting in difficulties for transit operations.

e. Improvement of railroad stations and lines to the extent
demanded by the Operations Section. ***

f. Conversion of main lines into secondary lines to conserve
personnel.

g. Conversion to coal dust firing of 40 locomotives of the
44 and 58 series by the end of 1949. §

h. Fixing of maximum performance figures for all the rail-
way lines and locomotives. The utilization of trains is to
be increased by another 5 percent in 1950.

i. Extension of running times of locomotives.

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j. Increase of the output of the locomotive repair shops in the second half of 1949.

Class L 0 repairs: 907 locomotives
Class L 2 repairs: 90 locomotives
Washings: 36,360 locomotives

k. Additional repair of ten complete sets of cars forming a train by voluntary and unpaid work in the second half of 1949.

l. Repair plan for the locomotive repair shops:

Class L 0 repairs:	421
Class L 2 repairs:	905
Class L 3 repairs:	345
Class L 4 repairs:	592
Total:	<u>2,063</u>

m. Repair plan for the railroad car repair shops:

Freight cars:	21,267
Passenger cars:	1,816
Suburban railway cars:	594
Total:	<u>23,677</u>

n. Repair plan for the BESSAU railway repair shop:

Motor rail cars:	60
Small-size locomotives:	108
Rail trolleys:	<u>18</u>
	186

o. The fulfilment of these target figures depends on an adequate supply with the following materials and parts which at present are not manufactured in the eastern zone: wheel tires, tubes, semi-finished copper products for boilers, electrodes, section iron and steel for car undercarriages, sheet metal, special steels (JZ-steel). Deliveries of fire and funnel tubes, wheel tires and electrodes from the eastern zone, the countries of Eastern Europe, and the west must be considerably increased. §§§

p. The completion of the rolling mill in the BRUSSEN railway repair shop is scheduled for the second half of 1949.

The experiments made in the production of wheel tires by the centrifugal casting method have met with the first success. The tires manufactured in this way must now be tested. Preparations for the production of locomotive wheel tires by this method must be made. §§§

q. The realization of the program laid down for the permanent railway system was unsatisfactory during the first half of 1949. Due to the lack of the required materials, only 4 percent of the scheduled replacements of rails and 6 percent for switches, were carried out.

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r. The improvements of the railroad net to increase the through-capacity of lines, particularly of the feeder lines to the Baltic sea ports, will continue on schedule. Extensive preparations will have to be taken in the Saxon mining area for the improvement of traffic conditions there. Operational conditions prevailing in the area of BERLIN require the closing of gaps in the "Outer ring" and the completion of further connecting lines. (x)

s. The point of main effort in bridge construction work will continue to be the replacement of temporary structures by permanent ones to eliminate still other slow-down sections.

t. The equipment of single-tracked lines with the required safety installations will be continued according to schedule.

2. Shipping

a. Overfulfilment of the transport plan for the first half of 1949. Fulfilment of the repair program in tons:

(1) With reference to the reserve fleet (registered by the Directorate, Shipping, but not yet employed) 85.2 percent.

(2) Operational fleet: 124.8 percent (xx¹)

b. Fulfilment of the scheduled dredging operations for the first half of 1949, sea ports and sea shipping lanes: 50 percent, inland waterways: 14 percent (high water levels on the Elbe and Oder Rivers made a number of scheduled dredging operations superfluous. (y¹)

c. The intended full utilization of the available freight tonnage is to be achieved by more rigid control measures.

d. The most important tasks for the second half of 1949 are:

(1) The tonnage carried in the first half year is to be increased by about 20 percent (a raise from 4,195,000 to 5,113,000 tons at least) (xx²).

(2) Reduction of the period required for round trips within the Soviet Zone of Germany to 12 days for an average journey of 130 km.

(3) Completion of the scheduled repairs on 34 locks and weirs. (yy¹)

(4) Removal of 9,200 tons of bridge debris which are obstacles to shipping. (yy²).

(5) Completion, in advance of schedule, of the dredging operations in sea-shipping lanes and sea ports; completion of the work on the BRESEN mole and the north mole of BRESEN. (y²)

(6) Increase of the scheduled transloading capacity of the sea ports from 4.12 million tons in 1949 to 5.6 million tons. (yyy)

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3. Road Traffic

a. The transport plan laid down for the first half year of 1949 is to be fulfilled by 115 percent, reckoned in tons, the repair plan for trucks by 109 percent, for passenger cars by 111 percent. (z¹)

b. With regard to motor vehicle transportation, the following demands will have to be fulfilled:

(1) Central control of the publicly owned carrying firms, of the factory vehicles of the people's enterprises and the publicly owned repair shops by a Central Agency in charge of motor vehicle traffic (VVB) operating under directors general and to be set up in every state of the Soviet Zone of Germany.

Missions of this agency: Uniform handling of all transport missions of the state concerned. The Directorate General will have to coordinate the transportation operations of the states.

(2) Increase of the transport target figures fixed for the first half of 1949 by further 13 percent. (z²)

(3) Constant control of the benefits of the people's road transport enterprises and repair shops.

(4) Increase of mileage between two general repairs from 30,000 to 35,000 km.

(5) Adequate deliveries of required materials, particularly motor oil and lubricants. (zz¹)

(6) Measures to be taken for an improved quality of tires. (zz²)

c. Roads

(1) Timely delivery of building materials (zzz).

(2) All vacancies should be filled with properly qualified technical personnel without delay. (k)

The second section of the report ("Entschliessung") is not of special interest and was probably designed for publication. These are the main points in this section:

Increased efficiency in the transport sector
The activists' movement
Personnel policies and the furtherance of the rising generation
Social welfare
Piece-work wages and performance standards
Finances
Planning.

Comment:

The Transport Conference held on 25 and 26 July 1949 followed up the Fourth Transport Conference held from 21 to 23 January 1949 (z¹).

In detail the report is commented on as follows:

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- *1.2 The overfulfilment of the transport plan and the regulations laid down for the average periods of journey of railroad cars show that the last reserves existing in this field are now to be utilized to the full.
- ** This critical shortage probably exists only for German shipments. The problem can be solved within the fixed period only by a release of rolling stock hitherto reserved to Soviet shipments.
- *** The previous improvement programs could not be realized due to a shortage of materials. This state will probably continue.
- ø The locomotives converted so far have proved their efficiency.
- øø Materials continue to be a critical item. An improvement of this situation can only be achieved by increased imports from the west.
- øøø The manufacture of wheel tires after the centrifugal casting method is still in the experimental stage.
- (x) Measures taken for an improvement of railroad lines continue to be centered in the area of BERLIN (elimination of the Western Sectors of BERLIN), in the uranium mining district around AWE and on the feeder lines to the Baltic Sea ports.

Shipping

- (xx1.2) The relatively low target figures were already pointed out in a previous report (s²). They will certainly be fulfilled in the first half of 1949. The increased target figures are also relatively low and attainable.

The fulfilment of the repair plan, due to a shortage of spare parts, was possible only by the stripping of salvaged craft unsuited for further employment.

The term "Green Fleet" covers all ships controlled by the Directorate General, Shipping; the "Red Fleet" representing craft controlled by the Soviet Military Administration. Only units of the "Green Fleet" have been registered since 1 April 1949.

- (yy1.2) The net of waterways in and around BERLIN has, in the last years, been the point of main effort.
- (yyy) A large potash dumping plant with a spur track was constructed at the WISMAR Port (N 54/T 49) and the BARTHELEMY (N 55/P 87) Port was converted into a deep-sea fishing port within the framework of the improvement program.

Road Traffic

- (z1.2) Also here target figures have been fixed so low that they will easily be overfulfilled; the same applies to the demanded increase.
- (zz1.2) Adequate materials, particularly motor oil and lubricants, will only be available through increased imports, in view of the well-known bottleneck existing in this field. Also the demanded improvement of the quality of tires will depend on imports.

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- (zzz) The production of novel road construction binding materials from brown coal tar has been considerably increased since 1948. The required quantities will therefore certainly be made available.
- (k) Qualified personnel will only be made available in sufficient numbers if also elements will be employed which according to Soviet and GDR standards, are politically unreliable.
- (y^{1,2}) Points of main effort for the dredging operations, in the last years, have been the Port of ROSTOCK (M 55/O 81), the lower Warnow River as far as the so-called cut near "WARTENBURG" (M 55/O 82), in addition to the "Neue Strom" and the "Wendebassin" near "WARTENBURG".

1 Annex: List (resolutions taken at the LITPEIG Transport Conference)

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